

~~SECRET~~

THRU : Chief, Requirements Branch, St/I, ORR  
Chief, Industrial Division, ORR  
Chief, Aircraft Branch, D/I

28 April 1959

25X1X6

Moscow

Background

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The only aircraft plant in Moscow producing civil aircraft is Moscow Airframe Plant No. 30 located at Central Airfield. This plant is known to be producing the Il-18 (Coot) Moscow turboprop transport aircraft. [REDACTED] the Coot aircraft is being assembled under a handicap. Several of the Chords and other portions of the trusses have been cut out to allow the vertical tail fins to protrude above the soffit of the lower members. In addition openings have been cut into the outside of the wall and lean-tos have been built around the openings to accommodate the wings on one side of the aircraft. The wings on the other side of the aircraft are allowed to protrude beyond the row of columns in the middle of the bay. The fuselage is assembled in another building and brought over to the final assembly buildings as an entity on a large dolly. This dolly can be moved sideways on one set of wheels and at right angles on another. After it is maneuvered into position, it is jacked up to receive the landing gear on the final assembly floor. Once in position the aircraft remains there until completely assembled. The outboard portions of the wings and the vertical tail assembly have been removed in order to get the aircraft outside. Such an operation means that all final assembly positions have to be loaded and unloaded together. Thus instead of one aircraft coming out of final assembly on a given day, a block of aircraft would come out. Under the above conditions, the final assembly is believed to be able to accommodate only six final assembly positions. Prior to production of the Coot (Il-18) aircraft, Plant No. 30 was engaged in production of the Crate (Il-14) piston engine transport aircraft.

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[REDACTED]

b. Requirements (Unclassified)

1. Describe the final assembly operation at Plant No. 30.
2. Number of final assembly positions being used.
3. Number of workers per position.
4. Flow time in final assembly.
5. Flow time from final assembly buildings to first flight.
6. Time from first flight to acceptance by customer.
7. Production rate of Coot (IL-18) aircraft per month.
8. Cumulative production of Coot (IL-18) aircraft.
9. Number of prototypes produced.
10. Number of aircraft destroyed in static and/or water tank tests.
11. Size of total labor force.
12. Size of productive (direct) labor force.
13. Number of shifts being worked.
14. Number of hours worked per week.
15. Number of manhours required for production of the first Coot (IL-18) aircraft or for any other Coot aircraft.
16. Number of Coot (IL-18) aircraft to be produced.
17. Is Plant No. 30, the only producer of Coot (IL-18) aircraft?
18. Is there any evidence of the final assembly building being enlarged or a new final assembly building being constructed?
19. Engine being used on the Coot (IL-18) aircraft.
20. Selling price of the Coot (IL-18) aircraft. Break-even point.
21. Is Plant No. 30 producing or preparing to produce any other aircraft.

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22. Is the static test aircraft the first or second aircraft to be produced?
23. Will the Coot (IL-18) aircraft be used by the military or only by Aeroflot?
24. How many Coot (IL-18) aircraft have been sold to other countries?
25. How many Crate (IL-14) aircraft did Plant No. 30 produce?
26. What was the peak monthly rate during production of the Crate (IL-14) aircraft?
27. Is use made of the learning curve (sometimes called the experience or improvement curve) in scheduling production of aircraft? If so, what is the slope of the curve followed by production of Coot (IL-18) aircraft? What was the slope for production of the Crate (IL-14) aircraft?

2.

a. Background

25X1B4d

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[REDACTED]

Moscow

**b. Requirements (Secret)**

25X1B4d

1. [REDACTED]

2. [REDACTED]

3.

**a. Background (Secret)**

A Soviet airframe plant is located in the southeast suburbs of Tbilisi on the north bank of the Kura River. The plant is about 3 nautical miles southeast of the center of Tbilisi and approximately 700 feet northeast of the Tbilisi Railroad Bridge over the Kura River.

It has been reported that the plant is currently involved in the production of a new jet fighter. Any information concerning production in this plant is of value.

**b. Requirements (Secret)**

1. Describe any aircraft seen in the factory area or on Soganlug Airfield which is located 2.3 nautical miles to the east-southeast. Special attention to wing configuration is suggested.

2. The number of aircraft by model in either the plant area or on the factory field is of value.

4.

**a. Background (Secret)**

Two airframe plant are located in the Kolomyagi section of Leningrad. One of the plants is located on Stroganovskaya Nab on the Neva River, while the other is adjacent to Kolomyagi airfield in the Novaya Derevnaya section of Leningrad. The plants may have been combined into a single factory. Both may be involved in the production of liaison aircraft (YAK-12) or large helicopter (Horse). Both plants are believed to be served by Kolomyagi airfield.

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b. Requirements (Secret)

1. Identify production at each plant.
2. Identify aircraft observed on Kolomyagi airfield.
3. If possible, ascertain whether both plants are series production facilities or whether they were combined into one plant.

5.

a. Background (Secret)

A design bureau and an airframe factory subordinate to Oleg K. Antonov are located on the northern side of the Kiev/Svyatoshino Airfield, or about 3 miles NNW, from the Kiev/PostVolynskiy civil airfield. From the Design Bureau have issued plans for the Colt (AN-2), Camp (AN-8), Cat (AN-10), and Clod (AN-14). The AN-16, an enlarged version of Cat, is said to be forthcoming.

Prototypes of Camp and Cat were produced at the factory. It is believed serial production of Colt ceased recently to be replaced by serial production of Clod.

b. Requirements (Secret)

1. Number of Colt, Camp, Cat, and Clod observed at each of the two airfields.
2. Are there indications that aircraft other than Clod currently are being manufactured?
3. Are there indications of a hydrostatic test facility at the factory?
4. Evidence of major new construction.

Distribution:

Orig. and 1 - Addressee

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2 - I/AR 25X1A9a

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